RAILWAY AGE NEWS ISSUE

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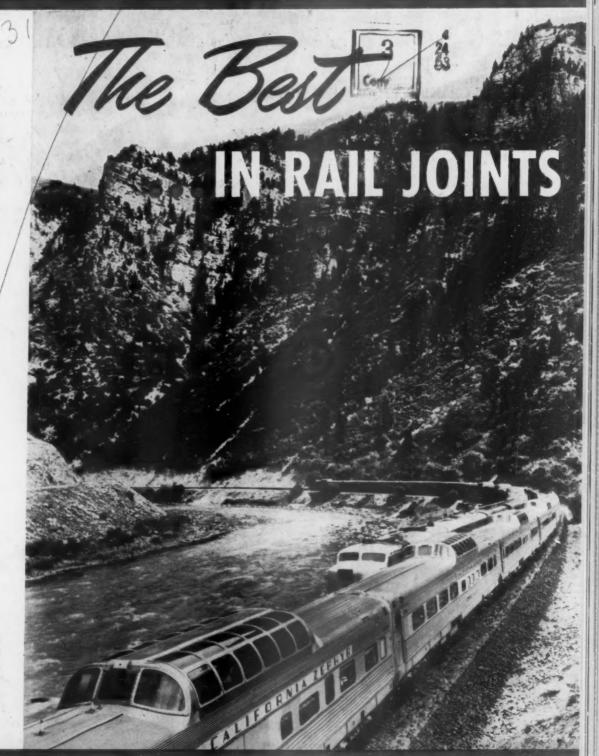
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H-174

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- EASY APPLICATION with new shaker box, or with hand or wheeled spreader (see illustrations below).
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DO NOT USE NEAR DESIRABLE VEGETATION

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Wheeled power spreader puts adjustable Nalco H-174 dosage down accurately over widths from 5 to 15 feet. Fast and easy to use, Available from Nalco.

Hand-operated spreader for ient one-man operation; assures even dosage. Spreader available from Nalco

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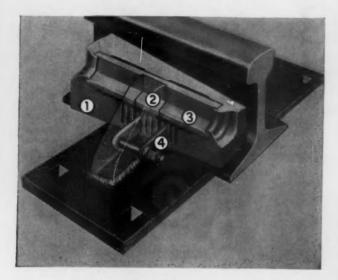


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It's Your Assurance of Proper Gage Maintenance

This simple, easily-installed rail brace is a source of protection in several different ways. It easily absorbs the jolts and wallops of side thrust. When locked, it cannot loosen up, no matter how great the track vibration. What's more, it provides a positive method of maintaining proper gage. The drawing below will show you why.

Note that a slotted wedge (1) fits snugly between the rail web, rail base, and the bracing



part (2). This wedge can be driven into place with a spike maul or hammer. An integral spring steel member (3), which withstands a compression force of at least 20,000 lb, adds to the tightness of the fit. With the wedge in position to assure proper gage, locking pawls (4) are turned down into the slots. It is therefore impossible for the wedge to loosen or work its way out.

When gage adjustments are needed, the two locking pawls can quickly and easily be pried from the slots; then a blow with a hammer will advance the wedge to the point required. The pawls should then be turned down again into new slots. These slots, by the way, are spaced to permit gage adjustments of 1/16 in.



Bethlehem 811 Rail Brace

Bethlehem's 811 Rail Brace complies fully with A.R.E.A. standards. You can install them with confidence. Thousands are in use by leading



roads throughout the country. Ask a Bethlehem man to show you some in service.

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- 1. Stops, slow-downs and delays reduced.
- 2. Average road time per freight train decreased 1 hour 45 minutes—or, an average of 1.07 minutes per freight train mile.
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- 4. Safety of train operation increased.
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- *Additional factual data will be supplied on request.
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March 16, 1953 NEWS ISSUE Vol. 134, No. 11

Week at a Glance

January Net Income Was Up, as compared with that for January 1952, despite a small decline in revenues, because expenses were closely controlled.

The I.C.C. Wants a Brake Specification Law, to give it more authority over train brakes, as a result of the recent accident at Washington Union Station.

Emergency Boards are now for real national-emergency disputes. This policy is part of the National Mediation Board's undertaking to create conditions under which emergency board recommendations will "command respect." It explains N.M.B.'s failure to certify to President Eisenhower the disputes which kept the Chicago Great Western strikebound for six weeks while mediation proceedings ran a normal course to the settlement of last week. Emergency board procedures had not previously been withheld in any strike or strikethreat case on a road as large as the CGW.

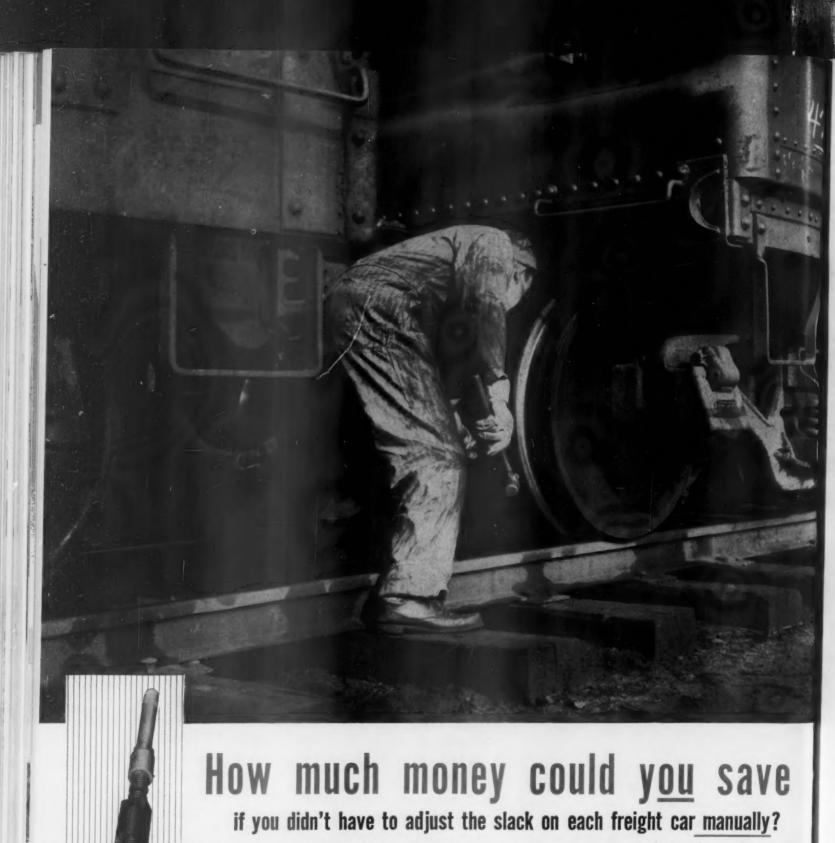
FORUM: The Prosperity of Big Cities is being undermined by transportation developments which derive their force from politics rather than from economicsand which are "socialistic" at least in result.

Pacific Electric Passenger Services Have Been Sold, subject to regulatory approval, to Western Transit Systems, Inc., for "approximately \$8 million." 22

Knudson Asks More Freight-Car Orders—NOW! and cites several factors which should encourage the placing of such orders-in commenting on a recent Railway Age editorial.

BRIEFS

Caution Marks the I.C.C.'s Approach to the user charge problem. Speaking for the commission on user charges, Commissioner Splawn last week told the House



• Every railroad man should find the answer to this question. If your potential savings are as great as we think they are, you may be able to save many thousands of dollars yearly with the Westinghouse Type D Pneumatic Automatic Slack Adjuster. Trains can be made up faster, put on the road faster, and yard congestion can be reduced.

The Type D slack adjuster requires absolutely no mounting brackets, it is inserted between the cylinder

lever and tie rod. No manual adjustment is required for the entire life of the brake shoes, and train shocks cannot cause false take-up of slack.

This completely automatic, completely pneumatic slack adjuster precisely measures brake piston travel. It gives positive slack take-up as soon as brake cylinder piston travel exceeds a predetermined setting. It's a wonderful money-saving, time-saving investment for every railroad.

Westinghouse Air Brake

AIR BRAKE DIVISION



WILMERDING, PA.

Current Statistics

Operating revenues, one month	
1953\$	863,001,072
1952	867,168,709
Operating expenses, one month	
1953\$	661,684,045
1952	685,457,775
Taxes, one month	
1953\$	102,918,275
1952	100,752,067
Net railway operating income, on	
1953\$	80,074,947
1952	66,178,797
Net income, estimated, one mont	
1953\$	58,000,000
1952	42,000,000
Average price railroad stocks	
March 10, 1953	68.42
March 11, 1952	58.39
Car loadings, revenue freight	
Nine weeks, 1953	6,082,905
Nine weeks, 1952	6,472,809
Average daily freight car surplus	
March 7, 1953	74,819
March 8, 1952	8,083
Average daily freight car shortage	
March 7, 1953	1,327
March 8, 1952	2,837
Freight cars delivered	
February 1953	7,780
February 1952	7,358
Freight cars on order	
March 1, 1953	71,883
March 1, 1952	118,900
Freight cars held for repairs	,
February 1, 1953	94,145
February 1, 1952	91,689
Average number of railroad emp	
Mid-January 1953	1,196,167
Mid-January 1952	1,223,143

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Week at a Glance CONTINUED

Interstate Commerce Committee: "That's a hard question — very difficult to find an answer to that one." He concluded that "if we knew the answer we'd be glad to give it." About railroad ownership of motor carriers, Mr. Splawn found that "not easy either."

The Central of Georgia has joined the Federation for Railway Progress upon recommendation of the road's new chairman, Patrick B. McGinnis. Thomas J. Deegan, Jr., federation president, said the action bringing the CofG—which, with its subsidiaries, constitutes more than 2,000 miles of road—into full F.R.P. membership is "significant" in that it is the first Class I railroad, other than those in which Alleghany Corporation has an interest, to join the federation. The CofG will continue as a member of the A.A.R.

Union-Shop Agreements now cover 80 per cent of those railroad non-operating employees who are represented by the so-called "non-op" unions. President George E. Leighty of the Order of Railroad Telegraphers, who heads the non-op negotiating committee, has advised the National Mediation Board that he expects the movement to be completed in the "near future." In the Southeast, which has been the principal holdout area, contracts were signed recently by three big roads—the Chesapeake & Ohio, the Seaboard Air Line, and the Southern.

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...for smoother riding at lowest possible cost!

The answer for any railroad—looking for the lowest-cost way to renovate old freight cars—is the ASF Simplex Snubber!

Here's a simple, interlocking, easy-toinstall unit that prevents the build-up of harmonic oscillation and vibration. Just five simple parts work together: under load, the *rubber spring* compresses, forcing two side wedges against two follower wedges. Result? Controlled spring action —to give you the smoothest possible ride from A.A.R. coil-snubber groupings.

Naturally the ride you get from these modified spring groups doesn't equal the riding qualities of the modern ASF Ride-Control Truck or the ASF Ride-Control Package. But, in cases where the age and condition of cars warrant only the smallest investment, the Simplex Snubber will pay big dividends in low-cost operation, less lading damage, longer car life, reduced car maintenance costs.

Facts on smoother riding—at lowest possible costs.,.

Write today for free bulletin on ASF Simplex Unit Type Snubbers! It gives complete details on construction, operation, and the snubber-coil arrangements that will give you the highest return on your snubber investment.



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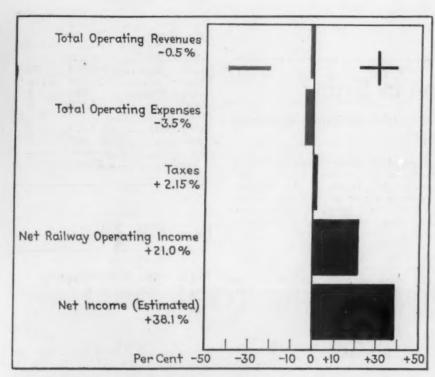
Type E



Type F



Tightlock



JANUARY 1953-and how it compared with January 1952.

Net Income Went Up in January

Class I roads report net of \$58,000,000—First month's net railway operating income was \$80,074,947

Class I railroads, in January 1953, had an estimated net income, after interest and rentals, of \$58,000,000, according to the Bureau of Railway Economics of the Association of American Railroads. In the same month of last year, net income was \$42,000,000.

Net railway operating income in the first month this year was an estimated \$80,074,947, compared with \$66,178,797 in January 1952.

In the 12 months ended with January 31, the rate of return for Class I roads averaged 4.16 per cent, compared with 3.54 per cent for the 12 months ended with January a year ago.

Gross in January 1953 amounted to \$863,001,072, a decrease of 0.5 per cent from the same month last year, when gross amounted to \$867,168,709. Operating expenses in January of this year amounted to \$661,684,045, compared with \$685,457,775, a decrease of 3.5 per cent.

Twenty-three Class I roads failed to earn interest and rentals in January, the A.A.R. reported.

CLASS I RAILRO	ADS-UNITED	STATES
	1953	1952
Total operating	Month of	January
revenues	\$863,001,072	\$867,168,709
Total operating expenses	661,684,045	685,457,775
per cent	76.67	79.05
Taxes Net railway operating income (Earnings be-	102,918,275	100,752,067
fare charges)	80,074,947	66,178,797
Net income, after charges (estimated)	58,000,000	42,000,000

MORE FIGURES NEXT WEEK!

A detailed summary, covering all Class I railroads individually, and showing freight, passenger and total revenues; maintenance, traffic, transportation and total expenses; operating ratios; tax accruals; and net railway operating income, for the months of January 1953 and January 1952, will appear in next week's issue of Railway Age.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended March 7 totaled 685,016 cars, the Association of American Railroads announced on March 12. This was an increase of 16,211 cars, or 2.4 per cent, compared with the previous week, which included the Washington's birthday holiday; a decrease of 28,096 cars, or 3.9 per cent, compared with the corresponding week last year; and a decrease of 64,506 cars, or 8.6 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended February 28 totaled 668,-805 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, February 28

District Eastern Allegheny Pocahontas Southern Northwestern Central Western Southwestern	48,409 121,183 66,914	1952 135,714 161,496 61,169 128,617 82,790 123,977 62,081	1951 145,236 167,223 63,175 139,869 81,544 123,634 65,180
Total Western Districts	230,037	268,848	270,358
Total All Roads	668,805	755,844	785,861
Commodities: Grain and grain products Livestack Coal Coke Forest products Ore Merchandise I.c.l. Miscellaneous	39,435 6,430 115,445 14,998 39,818 19,319 63,583 369,777	53,017 8,069 145,814 16,012 44,196 21,647 76,909 390,180	52,334 6,810 151,055 17,194 47,872 22,059 86,480 402,057
February 28 February 21 February 14 February 7 January 31	668,805 689,553 681,750 690,744 697,616	755,844 683,551 737,776 733,919 731,218	785,861 734,845 740,557 573,209 651,165
Cumulative total 9 weeks	6,082,905	6,472,809	6,494,995

January Employment

Railroad employment decreased 2.21 per cent—from 1,223,163 to 1,196,167 from mid-December to mid-January, and the mid-January total was also 2.21 per cent below that of January 1952.

This was shown by the preliminary summary issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 121.9 for January, compared with December's 121.8, and 124.6 in January 1952.

January employment was below that

January employment was below that of the previous month in all seven employee groups. The range of decreases was from 5.51 per cent in the maintenance of way and structures group to 0.02 per cent in the group embracing

executives, officials and staff assistants.

As compared with January 1952, there were decreases in six groups, the only increase having been a 1.27 per

there were decreases in six groups, the only increase having been a 1.27 per cent rise in executives, officials and staff assistants. The six decreases

ranged from 3.82 per cent in the group embracing transportation employees, other than those in train, engine and yard service, to 0.59 per cent in the "professional, clerical, and general group."

Rates & Fares

Uniform Classification in Sight?

Western roads are revising class rates to bring Mountain-Pacific territory "into the fold"

A proposal for revision of class freight rates, covering all territory west of the Rocky Mountains, is about to be placed on public dockets of the various rate jurisdictions in that area.

Advanced by Western roads, the proposal will allow application of uniform freight classification to Mountain-Pacific territory—the only one where it is not already in effect—in accordance with the prescription of the Interstate Commerce Commission following its final decision in the proceeding of Docket No. 28310 (Consolidated Freight Classification) late in 1951.

The revised rate scales propose numerous changes in rates. Reductions predominate—although increases are

CANADIAN ROADS WIN

The Canadian Board of Transport Commissioners early last week awarded Canadian railways a general freight rate increase of 7 per cent—the fifth and smallest of the postwar series of rate boosts. The increase, which will yield the railways \$38,500,000 a year in additional freight revenue, is the second in three months; last December 20 there was a 9 per cent increase to compensate for wage increases to non-operating employees. The present increase becomes effective March 16.

The board still has before it a railway application for a further 9 per cent general increase, and for a new method of setting rates which would involve additional but unspecified increases.

specified increases.

Last week's board decision was unanimous and authorized the 7 per cent increase all along the line, except on coal and coke, for which the board granted a flat increase of between 10 and 20 cents per ton.

The decision brings up to 98 per cent the cumulative total of general increases awarded since the end of World War II, which have been applied to about half the railways' \$1-billion annual freight business.

proposed in some instances. Actual work on the revisions began several months ago. Copies of the revisions proposed are currently being sent to shippers, and tentative arrangements have been made to provide public hearings at Butte, Mont.; Spokane, Wash., and Seattle; San Francisco and Los Angeles; Phoenix, Ariz.; Salt Lake City; Denver; and Chicago. Shippers and other interested parties will be given full opportunity to present their opinions at these hearings, H. C. Barron, counsel for Western Traffic Executives, said in a formal press statement March 6.

"The railroads initiated the program they are proposing," Mr. Barron said, "to cooperate with shippers and the I.C.C. in enabling early application of the uniform classification in Mountain-Pacific territory. It is our expectation that, through approval of our program, prolonged hearings before the I.C.C will be avoided with saving of much time and expense to all concerned. We expect, too, that final publication of class rates to, from, and within Mountain-Pacific territory, to be used in connection with the uniform classification, will be greatly facilitated. We hope to have the cooperation of shippers generally, in advancing this program.

Because the new uniform classification varies so greatly from that currently in effect in Mountain-Pacific territory, its application there has been impractical without revision of the class rate scales. Such reclassification, if made independently of the rate scales, would have forced actual rate changes in many instances.

Proposals for new scales of rates between North and South Pacific terminals and recognized Trans-continental groups, reducing first class rates over 25 per cent, have already been placed on public dockets. Similarly docketed are proposals for new class rates throughout Mountain-Pacific territory. Also forthcoming are proposals to provide new scales of rates to and from Mountain-Pacific territory and areas east of the Rocky Mountains, thus paving the way for completely uniform freight classification from coast to coast.

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended March 7 were announced by the Association of American Railroads on March 12 as follows:

	Surplus	Shortage
Plain Box	8,379	503
Auto Box	78	44
Total Box	8,457	547
Gondola	6,234	156
Hopper	50,912	119
Covered Hopper	359	2
Stock	7,329	0
Flat	12	503
Refrigerator	1,029	0
Other	487	0
Total	74,819	1,327

Law & Regulation

NYC Sues Susquehanna On Per Diem Rates

The New York Central and its affiliates, the Pittsburgh & Lake Erie and the Indiana Harbor Belt, on March 4 entered suit in federal district court in New Jersey against Henry K. Norton, trustee of the New York, Susquehanna & Western, for per diem rental on cars of the three companies for the time those cars were on the lines of the Susquehanna since April 1, 1951.

The NYC is seeking to recover \$2.27 a day for its own cars and those of the IHB and \$2.40 for the cars of the P&LE, the amounts sought being \$143,500 for the NYC, \$31,500 for the P&LE and \$1,700 for the IHB.

The Susquehanna did not sign the per diem agreement of April 1, 1950, and discontinued paying the standard per diem rate on April 1, 1951 (Railway Age, March 26, 1951). It offered to pay thereafter \$1.20 a day for cars placed in service before January 1, 1945; \$1.75 for cars placed in service on or after January 1, 1945, and before July 1, 1951; \$1.75 for cars rebuilt since February 1, 1945, at an expense of not less than \$1,700 for material and labor (excluding shop overhead, supervision costs and other charges); and \$2 for cars placed in service on or after July 1, 1951.

service on or after July 1, 1951.

The payments over \$1.20 were made contingent upon advice by other roads to the Susquehanna of the ages of their equipment, so that the sliding scale could be applied. Five railroads submitted such schedules and have been paid their per diem on this scale. Most of the railroads have accepted the Susquehanna's \$1.20 a day under protest—but a few have refused any payment whatever at the Susquehanna's reduced figure, among these being the New York Central.

The Central's claim for \$2.27 (for NYC and IHB cars) and \$2.40 (for P&LE cars) is based, not on the generally accepted "standard" per diem rate of \$2, but on its computations of the costs of its cars actually used by

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the Susquehanna, since the Susquehanna refused to agree to the standard rate.

A spokesman for the New York Central explained that the suit was filed in self-protection against the statute of limitations, and in order to get the case before the bankruptcy court before termination of the Susquehanna's bankruptcy, so that the claim would carry over to the reorganized company.

It's New-A "Combo" L.C.L. Car

To handle perishables in merchandise service, the NP converts 15 old reefers into refrigerator-merchandise cars

The problem of how to handle perishable l.c.l. freight—particularly meat—economically and safely in mixed service merchandise cars has been eased by the Northern Pacific through conversion of 15 old refrigerator cars into combination refrigerator-merchandise cars. These cars have proved highly successful in actual service.

The NP originates large numbers of

The NP originates large numbers of l.c.l. perishable meat shipments at St.

Paul for movement to principal cities on its line as far west as Missoula, Mont. Inasmuch as the volume going to any one point is not large, the handling of these shipments has always been difficult—especially during the intense heat of summer and the bitter cold of winter. At one time or another almost every conceivable stopgap arrangement has been tried—including the use of regular reefers on a stop-off

basis, barrels of salted ice (or heaters—according to the season), portable refrigerated containers, or partitioning one end of the merchandise car with canvas curtains. None of these methods proved satisfactory under actual service conditions.

How It Was Done

The problem was met by taking 15 old 40-ft. refrigerator cars which were near the retirement age, and converting them into what are now referred to as "combination" cars. One end of each car is closed off, using regular refrigerator doors, retaining it as a fully-insulated, refrigerated compartment. In the balance of each car floor racks were removed and a new heavy-duty wood floor laid; ceiling ventilators were removed and a solid plywood ceiling installed; and the end ice bunker was completely removed. The regular insulated, hinged refrigerator side doors were removed and conventional sliding box car doors hung in their place. One set of insulated doors removed from the side of the car was used in erecting the new insulated partition.

In actual operation, perishables can be placed in the insulated end of the car and the insulated doors closed, while the remainder of the car is left open for loading conventional mer-

chandise.

The NP has found that a single icing of the refrigerated compartment will often last five or six days—long enough for the car to make a round trip from St. Paul to Billings, Mont.



NOW, A COMBINATION refrigerator-merchandise car for the NP. The insulated side doors have been replaced with a conventional sliding box-car door.



THE REFRIGERATED END of the NP's new "combo" l.c.l. car, showing how the insulated doors are placed so they do not impede movement of merchandise into or through the rest of the car.



WITH INSULATING DOORS CLOSED, the remainder of the car can be left open for regular merchandise loading without damage to the perishables or without using excessive amounts of ice.

I.C.C. Wants Brake Specification Law

Accident at Washington leads to recommendation for authority over power brakes like that over signaling

Legislation to give the Interstate Commerce Commission more authority over power or train brakes will be sought by the commission as a result of the January 15 accident at Union Station, Washington, D. C.

Testifying last week before the House Interstate and Foreign Commerce Committee, Commissioner Splawn said the commission has added one new legislative proposal since filing its annual report on January 30. That report contained 18 legislative recommendations (Railway Age, February 9, page 86).

The latest proposal calls for amendment of the Safety Appliance Act. It would give the L.C.C. authority over power or train brakes similar to that which the commission has over railroad signal devices, i.e., authority to prescribe specifications and require adherence to them.

At present the commission's authority over brakes runs to general requirements only. It wants to be able to prescribe "rules, standards and instructions for the installation, inspection, maintenance and repair" of brakes. The comparable authority over signal appliances is embodied in Section 25 of the L.C. Act.

Would Prescribe "Rules"

Commissioner Splawn's testimony marked the opening of hearings at which various commissioners were scheduled to comment on some 14 subjects submitted to the commission by Representative Wolverton, Republican of New Jersey, chairman of the House committee. The hearings were still under way as this issue went to press.

Mr. Splawn, chairman of the commission's Legislation and Rules Committee, reviewed the I.C.C.'s jurisdiction, organization, administrative policies and legislative proposals. He also drew the assignment of commenting on user charges, and on the question of whether "for hire" carriers should operate other forms of transportation.

The commissioner's statement pointed up the I.C.C.'s current "work load" and the need for an increase of about 1,281 in the commission's personnel. He said the commission is currently trying to live within its budget by attrition, and is hopeful it won't have to furlough employees before the fiscal year ends June 30.

(This presentation about "how far behind the commission is," and its need for additional personnel, was emphasized again by Commissioner Knudson when he testified the follow-

(There seems to be no "correlation," he declared, between the committees of Congress which initiate new laws for the I.C.C. to administer, and the committee which appropriates the money

with which to do the administering. Chairman Wolverton caught the "highly significant" point and suggested that the commission might do well "to make a confidant of this committee" and seek its help in trying to obtain larger appropriations.)

Mr. Splawn's remarks on user charges reflected a cautious approach. He said I.C.C. is "ill-equipped" to study this "hard question," and it is the commission's belief that this is a policy matter for Congress. He advised the committee to be "exceedingly cautious" in handling the problem.

Whether "for hire" carriers should operate other forms of transport within reasonable territorial limits "is not an easy question either," Commissioner Splawn added. He said the railroad objective of greater freedom in acquiring motor carriers "may be sound from a business standpoint . . . but we do not believe it would be in consonance with the objectives of the national transportation policy."

Commissioner Knudson's presentation covered activities of the Defense Transport Administration and the "adequacy of the national transportation system for defense." The commissioner, who functions as D.T.A. administrator, said all-out mobilization would find the nation with a "disturbingly inadequate" freight car supply, a locomotive situation that would "undoubtedly be inadequate," and a pas-

senger car problem in which needs would "far exceed" capacity.

Replying to questions from the committee, Mr. Knudson said he didn't think new legislation is needed in trying to build the freight car fleet. He said he felt that "if railroads get the business they will order cars."

"I believe they are going to place more orders," he said. He added that beginning in July there should be ample steel to sustain production of 10,000 freight cars per month, and he suggested that accelerated amortization provides incentive for railroads to increase equipment orders.

Mr. Knudson reported that D.T.A. is being cut down to the size demanded by the present defense effort. Personnel has been reduced from 159 to 123 in the last two weeks, and additional cuts will be made soon. Between now and July 1, D.T.A. will become a small stand-by organization, he said.

D.T.A. Suspends Grain Storage Order

The Defense Transport Administration on March 9 suspended, "until further order," its General Order DTA-2, which maintained a permit system to control the storage and handling, in bulk, of grain at port terminal warehouses or elevators.

The order had been in effect since March 3, 1951, and the permits were issued by D.T.A. upon recommendation of the Department of Agriculture. The suspension, which was recommended by the D. of A., left in effect the record-keeping and investigation provisions of the order's section 4.

Labor & Wages

Wage Reports Need Support

Mediation Board thinks situation calls for more forceful Presidential support of emergency board recommendations —not changes in Railway Labor Act

The National Mediation Board has requested a White House conference for the purpose of discussing ways and means of making emergency board recommendations command respect.

The request was submitted through the Bureau of the Budget, with which N.M.B. has left a presentation suggesting that the President might contribute to the prestige-building program by bringing emergency board recommendations more forcibly to the attention of the public.

of the public.

N.M.B.'s chairman, Francis A.
O'Neill, Jr., revealed the foregoing in
a March 6 statement before the House
Committee on Interstate and Foreign
Commerce. Meanwhile, Mr. O'Neill also
said the Mediation Board had not intended to suggest that the Railway

Labor Act should be changed when it said, in its latest annual report, that Congress might find it necessary to "reexamine" the act's emergency board provisions unless those provisions can be "revitalized" (Railway Age, February 9).

"Revitalizing" Needed

Mr. O'Neill explained that the report's comment was merely part of the board's undertaking to do the "revitalizing" job. When the committee's chairman, Representative Wolverton, Republican of New Jersey, said the comment "seemed to recommend legislation," Mr. O'Neill replied that no recommendation was contemplated.

As to the presentation it made to the Bureau of the Budget, Mr. O'Neill said

that N.M.B. had there suggested that, when emergency board reports are released at the White House, they might well be given a send-off with a Presidential statement calling the recommendations to the attention of the pub-

11

lic. It was also suggested that the President might at the same time write to the parties, urging that an agreement be reached on the basis of the recommendations, and noting that N.M.B. was available to help on the reaching

of such agreement. And it was further suggested that the Presidential letters might conclude with statements to the effect that the country could not stand a strike.

In other words, when N.M.B.'s an-



SEVEN ANCIENT AUTOS, headed by this 1904 Cadillae, carried officers and directors of the Western Pacific, garbed in the style of 1903, over the San Francisco-Oakland Bay bridge to the road's passenger station at 3rd and Washington streets in Oakland.



EMPLOYEES, TOO, were appropriately dressed for the occasion. Here Conductor R. W. Landon fills out his reports after the anniversary special arrived at Sacramento. Locomotive No. 94, shown below, pulled the road's first train in 1910.



SHAVING MUGS—souvenirs of the anniversary banquet held at Sacramento—got a careful examination by Governor Earl Warren of California (left) and President F. B. Whitman of the Western Pacific, as the banquet was in progress.



LATEST AND EARLIEST in Western Pacific passenger trains—the diesel-powered "California Zephyr" about to depart for the East, and venerable WP locomotive No. 94 with a 1903-style train—aboard which officers and directors journeyed to Sacramento.



ABOARD THE PRIVATE CAR "Gold Coast"—owned by Lucius Beebe, the railroad historian—WP officers and directors posed for a "formal" picture, along with their "typewriter girl," Joyce Williams. En route, the directors held their golden anniversary meeting in this car.

Western Pacific's 50th Birthday

Mustaches, vintage autos, Victorian garb and a veteran locomotive highlight colorful golden anniversary ceremonies

The public too, participated in the festivities that marked the Western Pacific's 50th year of organization. The road set up a special display of old and new railroad equipment at the Sacramento station.

Included was a train of the

1870's (before the WP was anything more than a dream of a Plumas county, Cal., surveyor named Arthur W. Keddie, who located a wagon route through the famous Feather River Canyon); the 1903 train "fresh in" from Oakland; a 6,000-hp. diesel loco-

motive; one of the "California Zephyr's" vista-dome coaches; a compartmentizer box car; and the Military Blood Procurement car "Charles O. Sweetwood," which the road has used to facilitate blood collections in rural areas where other blood donor facilities are not available.

Guided tours of the company's traffic control system were also available. Throughout the day, train dispatchers were "on stage" as they handled movement of trains over the territory between Oakland and Portola—321 miles. nual report said "revitalize," it meant "center the spotlight" on emergency

board recommendations.

Other testimony of Mr. O'Neill indicated that another phase of the "revitalizing" work is reflected in N.M.B.'s present disposition to refrain from cer-tifying any but real national-emergency cases to the White House for emergency board handling.

In discussing activities of the National Railroad Adjustment Board, Mr. O'Neill noted that a new undertaking to reduce the backlog of cases before that board's Division 1 is now under way. It contemplates that a special system board of adjustment will be set up on every road where 25 or more

grievance cases are pending.

Management and labor representa-tives agreed "in principle" on this procedure after conferences under N.M.B. auspices, Mr. O'Neill said. He added. however, that the labor representatives want to dissolve the two supplemental boards which have been working on the backlog, while the management representatives want to continue those two boards along with the new system boards. Meanwhile, the work of setting up the latter is well under way on 14 roads, Mr. O'Neill said.

Turning to the union-shop issue, Chairman Wolverton said the committee had received "much mail" urging repeal of those provisions of the Railway Lahor Act. He went on to ask if this matter had received any consider-

ation by N.M.B.

Mr. O'Neill replied that, because of its role as mediator in union-shop cases, the board would "have to ask to be relieved from expressing an opinion" on the issue. At the same time, he assured Mr. Wolverton that the board could make available "facts" which might be helpful to the committee in any study it might make of the union-shop matter.

The hearing at which Mr. O'Neill made his presentation was one of a series being held by the committee to get a line on the work and problems of agencies administering laws relating to matters within the committee's juris-

diction.

a delay in I.C.C. hearings on the original rate-increase proposal. The commission has not scheduled hearings on the revised proposal.

Meanwhile, the Senate on March 6 approved a resolution (S. Res. 49) calling for an investigation by the Post Office and Civil Service Committee of postal rates and charges and the mail service. The Senate gave the committee \$100,000 with which to make its study.

Senate Group Sets St. Lawrence Hearing

In Congress

Chairman Wiley of the Senate Committee on Foreign Relations announced last week that a subcommittee of that committee would hold hearings on the proposed St. Lawrence seaway during three days of the week of March 23. Senator Wiley is also chairman of the subcommittee.

His announcement said that the schedule of hearings will be: First day-members of Congress and spokesmen from government agencies; second day-proponents of the pending seaway legislation; third day-opponents.

Great Western Strike Cases Settled

Mediation proceedings conducted by National Mediation Board result in compromises of issues

Settlement of disputes involving Chicago Great Western employees, who are represented by the Switchmen's Union of North America and the Railroad Yardmasters of America, came on the March 7-8 week-end as a result of mediation proceedings conducted in Washington, D. C., by the National Mediation Board.

The settlements paved the way for resumption of service on the road which had been strikebound since January 25. Settlements had been reached previous'y with four other unions whose members were also involved in the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, and Order of Railway Conductors (Railway Age, March 9).

The disputes were so-called griev-ance cases of the kind which the National Railroad Adjustment Board was set up to handle. They involved demands for reinstatement of five discharged employees, some pay claims, and demands for changes in working practices and reestablishment of abolished jobs. The settlements were of the compromise variety.

Service Being Restored

A spokesman for the road in Chicage said services were gradually being restored. At press time for this issue, one passenger train and several freight trains were on the road. Full service had not been resumed at all points,

however, partly because of a crust of hard ice and snow that had glazed over the idle rails. But we're pretty well dug out now," he said, "and things should be back to normal very soon.

Competitive Transport

Parcel Post Surcharge Cancelled by Post Office

Postmaster General Summerfield has advised the Interstate Commerce Commission that the 20-cent surcharge on oversize parcel post packages, originally scheduled to become effective April 1, has been cancelled.

In place of the surcharge the department is proposing a slightly higher increase in parcel post rates. A petition for such an increase is now before

the I.C.C.

Former Postmaster General Donaldson filed the petition. It called for an increase that would yield about 35 per cent more revenue from parcel post. The new rate schedule filed by Mr. Summerfield would make the increase about 36 per cent.
As noted in Railway Age March 9,

page 14, the 20-cent surcharge was set aside by Mr. Summerfield pending a study of parcel post revenue problems. The Post Office asked for and obtained

Operations

Report on Explosion of Air Reservoir on Diesel-Electric

Reporting on its investigation of an explosion of a main air reservoir on a diesel locomotive, the Interstate Commerce Commission has found that the accident was caused by "defective brazing" at the head of the reservoir, and "accumulation of excessive air pressure resulting from improper piping arrangement and an inoperative air compressor safety valve.

The report, No. 3493, was by Commissioner Patterson. It was dated January 5, and the investigation out of which it came was conducted by the commission's Bureau of Locomotive

Inspection.

A Southern locomotive was involved, the accident having occurred October 3, 1952, on a wash rack track at that road's Finley shop in Birmingham, Ala. Two pipefitters were "seriously injured," the commission reported

On the matter of the brazing, the report said in part: "Examination of the ruptured portion disclosed that approximately 75 per cent of the head flange was improperly fitted, excess bronze metal had flowed between the flange and the shell, indicating ineffectual bonding. The weld around the entire (Continued on page 20)

Summer Hot Boxes

... CAUSES AND REMEDIES

How and why heat-resistant
Satco lining metal and improved
maintenance practices can combine
to lick the summer hot box
—and cut down hot box costs
throughout the year.

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Satco-lined journal bearings can give you a big extra measure of protection against the summer hot box—without a single other corrective step. The reason: Satco is just as hard, just as strong at 300° F, as standard AAR lining metal is at the normal summer operating temperature of 180° F. As far as the bearing itself is concerned, Satco gives you winter-like operation the hottest days of the year.

But to lick the summer hot box completely, better maintenance should play a big role, too. That's because abnormal running temperatures definitely begin where good maintenance leaves off. For normally the running temperature of solid-type bearings is only 80° F. to 100° F. above the atmospheric temperature. But dirty oil, dirty packing, shortstrand or matted packing, excessive truck lateral, misaligned trucks, rough-turned journals and collars, worn wedges and box roofs, and many other conditions all tend to increase this differential above atmospheric. Of course, when two or more of these conditions exist in the same journal box, the resultant temperature is higher than for any single condition alone. When maintenance is lax, eventually you reach the point where the temperatures of particular journals can become critical on hot summer days, even though at other times to all appearances these same journals are operating perfectly.

Year-Round Good Practice Needed

It's important to recognize too that the seeds of the summer hot box are sown in other seasons of the



year. And because of the tremendous number of units involved, no concentrated drive of short duration, as in summer, can fully correct conditions that are winked at the balance of the year.

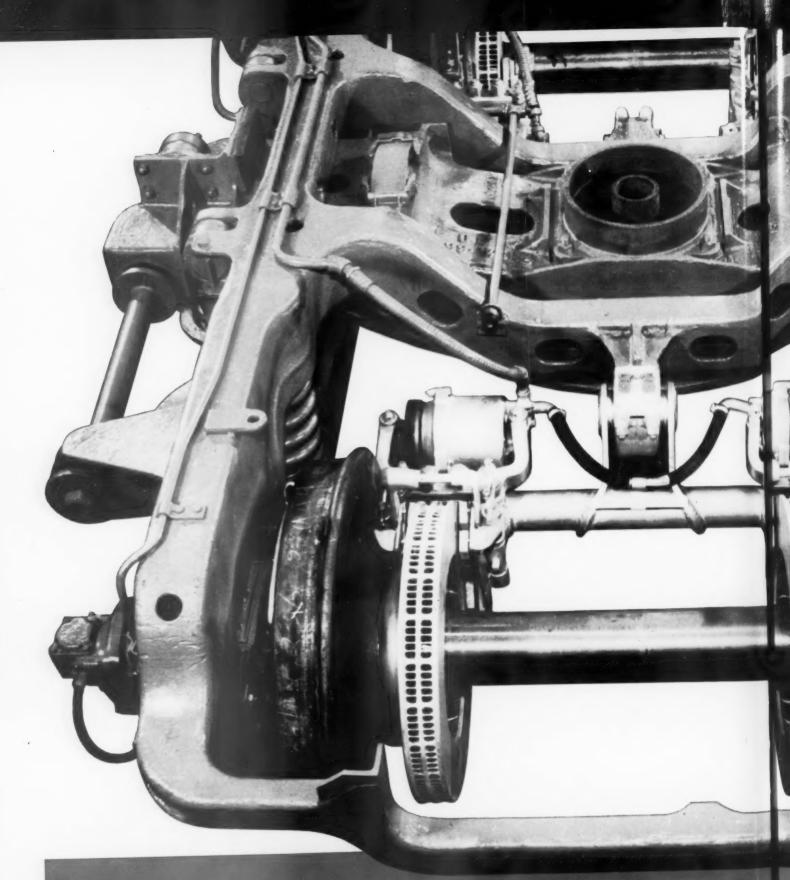
Yes, improve maintenance the year round, and use solid-type journal bearings lined with heat-resistant Satco and the summer hot box as such will disappear. Then, too, you still have all the other advantages which solid-type bearings bring to railroad rolling stock. You can take the biggest load and make the fastest schedule. You save up to 1500 pounds excess dead weight per car and get the smoothest ride on any standard truck. But best of all, you're sure of the best possible bearing performance at the lowest possible cost.

Write for additional information. Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

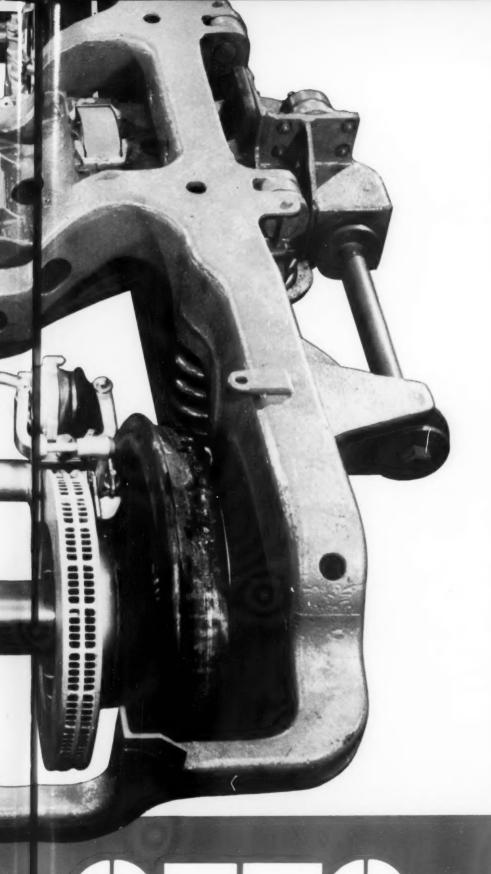
Solid Bearings

Right for Railroads
...in performance...in cost

MAGNUS METAL CORPORATION Subsidiary of NATIONAL LEAD COMPANY



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\$ 5 5 ...

BUDD RAILWAY PASSENGER CAR DISC BRAKES for the UNION PACIFIC

• Last year the Union Pacific started a conversion program, changing over existing equipment to Budd railway passenger car disc brakes. The first group was composed of twenty-four cars.

Now an additional 21 cars are to be converted.

At the same time, the Union Pacific has ordered 112 car sets for new cars that are now being constructed by ACF.

The Budd Company
Railway Exchange Building
Chicago 4

UP gives the following reasons for equipping their cars with disc brakes:

Elimination of thermal checked wheels

Increased wheel life

Lengthened brake-shoe life

Improved braking

Elimination of speed governor control

Reduction of maintenance costs

Greater passenger comfort

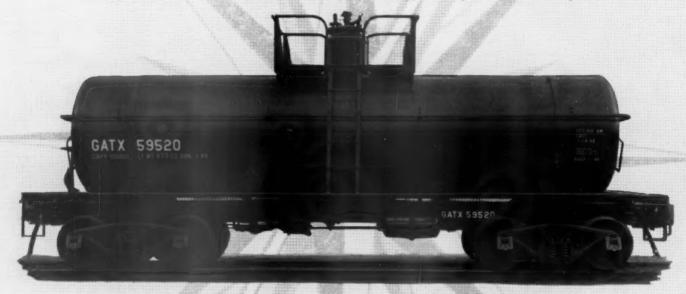
Elimination of braking chatter and noise

Reduction in weight

Pioneers In
Better Transportation

everywhere the railroads go GATX tank cars carry bulk liquids

If you're planning a new plant, have General American help determine your future bulk shipping needs. Our experience gained in designing, building and operating 46,000 GATX tank cars of hundreds of specialized types will prove valuable to you.



General American Transportation Corporation



ENERAL OFFICES IN PRINCIPAL CITIES

Ruining the Big Cities

The railroads, with their concentration upon economical transportation in quantity movement, made the big cities possible. The cities in turn have given the railroads traffic conveniently concentrated—either at origin or destination, or both. Now both the cities and the railroads are having their prosperity undermined by transportation developments which derive their force from politics rather than economics.

Industry—the source of most of the railroads' traffic—is moving more and more from the cities to suburban and rural areas. This would not, of itself, carry any threat to the railroads, except that, in moving to the country, industry is not huddling along the railroads, but is spreading out all over the map. Traffic once loaded into a big over-theroad trailer at an off-rail industrial plant, because there is no adjacent railroad, is all too likely to stay—on that trailer all the way to its ultimate destination. If this shift in industry were decreed by economics or technological change, it would have to be accepted without demur. But is the cause economic and technological?

The centers of the big cities are cluttered up with vehicular traffic—made all the worse by a lot of clumsy tractor-trailer combinations, which are fine for economy of movement with long hards on the open road, but are no bargain in narrow city streets. What is the cause of this terrific urban congestion? The principal cause is the method of financing the magnificent improvement in the highways leading into the cities—an improvement which has been immensely accelerated since World War II. These highways are, primarily, long-haul transportation facilities, That is, they serve, in large measure, exactly the same function that railroad tracks serve.

There is this difference, however, in the way these two parallel facilities are provided. One—the railway—is built and maintained by private capital and is assessed ad valorem taxation. The modern long-haul highway, on the other hand, is financed by public credit and is paid for partly by excise taxes on all road users; and partly by taxes on all private property, including city real estate and railroad property, against which the long-haul highways are in competition.

In some places on these expensive long-haul highways there are bridges, tunnels and stretches of road which are financed by tolls levied on the actual users. Tolls and excises uniformly bear more lightly per ton-mile on the big vehicles which compete with the railroads than upon the lighter vehicles which do not. Even where tolls are levied, moreover, they are not fully remunerative—because they include little or nothing for ad valorem and other taxes which such property would be charged with if it were in private ownership.

The Port of New York Authority—a public corporation which pays no taxes except on unimproved property values—has waxed prosperous in what might be called a "dessert" type of operation. That is, the taxpayers of New Jersey build a colossal highway up to the water's edge, for the use of which no direct payment is exacted. Then the Port of New York Authority completes the thoroughfare into the metropolis by means of a bridge or a tunnel and collects a toll which compensates for the authority's untaxed investment, but not for that in the entire thoroughfare. The customer gets a bargain and the Port Authority enjoys tax-stimulated patronage.

It is as if a customer were offered a \$2 dinner, but were charged, not for all he eats, but only 25 cents for his dessert. A restaurant doing business on this basis would be very popular, but it would be hard lines for a competing restaurant which had no Santa Claus standing by, so was forced to charge customers the full \$2.

Something like this is happening in big cities all over the country. Vehicular traffic is enticed by hot-house methods into the cities which become so congested that transaction of business in them gets more and more expensive; and industry begins to move to the country. And taxes on city business and city property in private ownership become unbearably high.

The troubles of the urban transit lines and of the suburban railroads, such as the Long Island, are an integral part of this whole problem.

This is not "a fight between the railroads and the trucks." There is no evidence that what is happening is the result of anybody's malice or premeditation—or of any meditation at all, for that matter. What is going on, though, amounts to an effort of socialism and capitalism to co-exist side by side upon entirely unequal terms. It isn't working and it won't work.

Operations

(Continued from page 14) circumference of the head was found to be from only a trace to 1/8 in. thick and close examination of the edge of the sheet disclosed approximately 80 per cent of the braze on the head seam was ineffective.'

As to the piping, the report had this to say: "The piping arrangement . . did not correspond with the recommendation for this equipment inasmuch as closure of the 1-in. mainreservoir cutout cock installed in the discharge line from No. 1 reservoir and which was provided with a 1/4-in. side drain depleted No. 2 reservoir pressure thereby nullifying air-compressor governor, unloader, and the 2-in. safety valve protection. The conventional piping arrangement for the No. 8-EL brake equipment calls for the 1-in. main-reservoir cutout valve to be located in the final discharge pipe from No. 2 main reservoir in such location that it will not nullify operation of the air-compressor unloading facilities and the 2-in. safety valve. Investigation failed to develop whether or not the main reservoir piping arrangement ... was as originally installed on the unit or had been changed at some shop repair period."

The report also said that the reservoir which exploded and the other main reservoir on the locomotive involved had been in service since 1940, and had previously been on another loco-motive. "No record of where or when the reservoirs were changed could be obtained," the report added.

pers Board and the Traffic Club of Kansas City, in the President Hotel, Kansas City, Mo., March 19. Another

highlight of the board's general business session to be held on that date will be a panel discussion on freight

RDC's Being Tried in Canada

Canadian Pacific puts car through rugged winter test on its 164-mile Montreal-Laurentians line

Carrie		
Table .		5
This Railway Diesel Car you are ridil to give you better service. Standar Cars have high-back seats with an our hos two styles. Please try both. If the programme is performance between Most Will you please help us in our tests tions listed below. Your comments and our technical in where more of these cars can fur Pacific service.	d model Raih nrests, this de We are caref treal and Ma by answering ests will help	may Diese monstrate wily check at Lauries the ques to decid
	Yes	No
I. Are the seats comfortable?		
Do you prefer high back?	A1100111111111111111111111111111111111	
Do you prefer low back!		

P. If yours a comfortable ride?		
	Assastanoone	
I. Have you enough leg room?	Anne Printer	
2. If yours a comfortable ride? 3. Have you enough leg room? 5. Does the temperature suit you? 5. Does the air conditioning suit you?	***************************************	
I. Have you enough leg room? I. Does the temperature suit you?	***************************************	

In a five-week trial period, just completed, the Budd Company's RDC demonstrator car has, the Canadian Pacific reports, successfully met the test of se-vere cold, snow, 2.2 per cent grades and 10-deg, curves on a tight schedule between Montreal and Mont Laurier, P. Q. Operating in addition to regular trains, the RDC achieved a high on-time performance record over the difficult 164-mile route on a schedule two hours shorter than steam train running time. As the first train over the line in the morning the car frequently met fresh snow and drifts through which it plowed without delay.

Widely advertised in newspapers and over radio and television, the car more than tripled normal ticket sales. Questionnaires filled in by passengers indicated "an unprecedented return of passengers from the bus and private car to the railway," the CPR revealed.

THIS QUESTIONNAIRE (left) was distributed to every passenger. The same message and questions appear on the other side in French.

Organizations

Ambrose J. Seitz, executive vice-president of the Union Pacific, will be guest speaker at the joint luncheon session of the Trans-Missouri-Kansas Ship-

ANOTHER PRIZE WINNER!

The New York Railroad Club has reported that it inadvertently omitted the name of Newton Morton from the list of prize winners in the fourth Roy V. Wright Memorial Essay Contest sponsored by the club (Railway Age, March 9, page 12). Mr. Morton, assistant professor, commerce depart-ment, Kent State University, Kent, Ohio, is joint author, along with Dr. Frank H. Mossman, associate pro-fessor, Michigan State College, East Lansing, Mich., of the \$100 prize winning paper entitled "The Traffic Manager and National Transportation Policy."



"THE SCHEDULE is tight, the curves are corners, the cold and snow are as grim and public reception extraordinarily enthusiastic.

loss and damage prevention moderated by E. J. Ehlers, traffic manager of the Quaker Oats Company. Members of the panel include S. J. Hirschmugl, traffic manager, Cupples Company; J. C. Iselin, general traffic manager, Wood Treating Chemicals Company; J. R. Morrison, freight service inspector, UP; and H. H. Precht, superintendent stations and claim prevention, Missouri-Kansas-Texas. The business session also will be marked by the annual election of new officers.

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The following officers were elected at the February 16 meeting of the Citrus Belt Traffic Club of Southern California: President, William B. Cook, Western Pacific; vice-presidents, Wright E. Toalson, Mutual Orange Distributors, and Stephen R. True, General Electric Company; secretary, Richard T. Nelson, Treesweet Products Company; treasurer, G. F. MacDonald, Luckenbach Steamship Company; and sergeant-at-arms, Emma A. Kentz, Union Pacific.

The 90th regular meeting of the Atlantic States Shippers Advisory Board will be held April 15-16, at the Hotel Syracuse, Syracuse, N.Y.

The Stock Yards District Traffic Club (Chicago) will hear George F.

Tally, newly appointed manager of transportation of Swift & Co., speak on "Traffic Operations of the Packing House Industry" when the group holds its March 19 luncheon in the Central Manufacturing District Club rooms.

The annual meeting of the New England Shippers Advisory Board will be held at the Hotel Bradford, Boston, March 25 and 26. Included in the business session on the 26th will be a talk on "Our New England Railroads" by F. W. Rourke, chairman, Railroad Contact Committee, and a discussion of the "National Transportation Situation" by J. J. Kelley, manager, Military Transportation Section, Association of American Railroads. Guest speaker at the luncheon session on the 26th will be Arthur K. Atkinson, president of the Wabash.

The New York Railroad Club will hold its next dinner meeting March 19, in the Century Room of the Hotel Comodore. This meeting is designated as Electrical Night; the program will be presented by the General Electric Company. William Rogers Herod, president, International General Electric Company, will speak on the "International Outlook." G. E.'s science-demonstration show, "House of Magic," also will be presented.



John D. Small, whose election as vicepresident of the Pressed Steel Car Company was announced in *Railway* Age March 2, page 24.

and assist in appraisal of new company and new product acquisitions. Mr. Lockridge formerly was assistant secretary of the Bendix Aviation Corporation.

William G. Gray, manager of railroad sales for the Pittsburgh Steel
Company, Chicago, has joined the
Union Asbestos & Rubber Co.,
which he will represent on special assignments under the direction of John
F. Corcoran, director of sales. Mr.
Gray graduated from Pennsylvania
State College in 1926 with a B.S. degree in Industrial Engineering. He
served the Lehigh Valley's mechanical
department for 11 years before joining



William G. Gray

the Union Pacific in 1937 as engineer of freight car design. For two years, beginning in 1940, he worked with the Mechanical Division of the Association of American Railroads in Chicago; from 1942 to 1944 was master mechanic of the Virginian, and for the past nine years has been with Pittsburgh Steel.

Edward H. Aldworth has been elected vice-president of the Belco Industrial Equipment division of the

Supply Trade

John H. Cleland, associated with the Addison Lewis Company, Minneapolis, has become a partner in Edward Grubb & Co., also of Minneapolis, Mr. Cleland has acted as director of public relations and advertising for the Minneapolis & St. Louis, and will continue to do so in his new association.

The Graybar Electric Company has appointed J. W. Riddell as manager of its Reading, Pa., branch, to succeed T. J. Hopkins, deceased. H. E. Orr has been appointed operating manager of the Amarillo, Tex., branch.

Byron L. Foster has been elected president of the L. B. Foster Company, at Pittsburgh, to succeed Lee B. Foster, founder of the firm, who will serve as chairman of the board.

R. H. Winkler has been appointed assistant manager, sales promotion department, for Systems-Photo Records products of Remington Rand, Inc.

Angus A. MacDonald has been appointed assistant chief engineer in charge of two-way radio development for Motorola.

The sales department of the Brake Shoe & Castings division of American Brake Shoe Company has appointed John F. Ducey, Jr., as vice-president, at San Francisco; George E. Anne as assistant vice-president at Philadelphia; and Daniel J. Wagner as district sales manager Chicago. Mr. Ducey joined the division as an apprentice in 1936. He was appointed sales inspector in 1937, sales representative in 1945, district sales manager in 1949, and assistant vice-president in 1951. Mr. Anne has worked as sales representative since he joined the division in 1925. Mr. Wagner joined the division in 1946 as a sales apprentice and in 1947 was appointed sales representative at New York.

The Oliver Iron & Steel Corp. has opened a new general sales office in the Oliver building, Pittsburgh 22, Pa.

The Cleco division of the Reed Roller Bit Company has appointed the following distributors: The Maintenance Services Company, 112 Academy street, South Orange, N.J.; the Detroit Supply Company, 113 South Brandywine avenue, Schenectady, N.Y. and Sears & Bowers, 411 Spring Garden street, Easton, Pa.

William R. Lockridge has been appointed director of market development of the New York Air Brake Company. He will coordinate and direct overall sales and marketing policy Bogue Electric Manufacturing Company, and Vincent R. Cioffi has been appointed general sales manager of the division. The division's sales to railroads will be made through the company's railway equipment division. Mr. Aldworth, in his new position, will direct sales of Belco industrial water treating equipment in the Middle West. He formerly was chief of the engine and turbine division, water treatment equipment section, of the National Production Authority. Mr. Cioffi formerly was manager of Canadian sales, operating out of Bogue Electric of Canada offices in Montreal.

W. E. Watson has been appointed works manager of the Canadian Locomotive Company, at Kingston, Ont.

E. H. Reed has been appointed assistant sales manager of the Pyle-National Company, and John Devol district manager for the Chicago territory. Mr. Reed joined the company in 1925 as a design engineer. He was transferred to the sales department in 1939; was appointed Chicago district manager-sales in 1949 and manager of the special products division in 1952. Mr. Devol joined the company in 1945 as assistant personnel director and transferred to the sales department in

The Bendix Radio Communications division of the Bendix Aviation Corporation has added three new railroad radio engineers to its sales staff: A. E. Jones, responsible for sales in the northeastern part of the United States; S. J. Holland, with head-quarters at Chicago, and Pierce Bingaman, also at Chicago.

The Pittsburgh Plate Glass Company has appointed the Union As-bestos & Rubber Co., Chicago, as distributor of its fiber glass products to railroads, private car lines and the railroad equipment industry.

Francis E. Honsa has been appointed exclusive representative in the southern Connecticut area for Lewis-Shepard, Watertown, Mass. Formerly design engineer, Mr. Honsa has been responsible for the basic design of several new Lewis-Shepard materials handling power trucks.

St. Louis (New York Central) .-New Lines to Joppa, Ill.—The I.C.C. has reversed its Division 4 and has denied these roads authority to construct new trackage to serve Joppa, Ill., and a new steam generating plant being constructed there. The decision represents victory for the Chicago & Eastern Illinois which serves Joppa and has opposed the Burlington-New York Central extension. Last July the commission's Division 4 authorized the Burlington to extend its line into Joppa, and granted Central the right to construct barge facilities there (Railway Age, July 28, 1952, page 48).

The case was argued before the entire commission, which became convinced that the C&EI could handle with its existing facilities the large tonnages of coal that will be moving into Joppa. Such shipments may run as high as 4,000,000 tons annually. The I.C.C. said its findings were made with the understanding that the C&EI shall construct interchange facilities at Goreville, Ill., and Karnak, for the interchange of freight with Burlington and NYC. An 85-cent-per-ton rate has been established for coal moving from southern Illinois mines to Joppa. The C&EI will enter joint rate arrangements with the Burlington and Central.

Financial

PE Sells Passenger Services

Will retain freight operations, as Western Transit Systems, Inc., takes over all passenger facilities

The passenger service of the Pacific Electric has been purchased for approximately \$8,000,000 by a group headed by Jesse L. Haugh, who represented Western Transit Systems, Inc., in the negotiations. Sale is subject to approval by federal, state and municipal regulatory bodies. A new corporation, with headquarters in Los Angeles, will be formed to operate the PE rail and bus lines, which serve 125 communities in four southern California counties.

Property to be acquired in the sale includes various garages, shops, stations, and servicing and storage facili-ties. Included are PE's present fleet of 660 motor coaches and 35 48-passenger coaches on order. The new company also will operate PE's passenger rail cars on existing lines.

Mr. Haugh, president of the San Diego Transit System and the San Diego & Coronado Ferry Co., is a former executive vice-president and assistant to president of the Union Pacific. He organized Western Transit Systems, which operates lines in California, Montana and Washington, as well as the Vancouver-Portland Bus

Company, in 1946. Pacific Electric, Pacific Electric, controlled by the Southern Pacific, last year observed its 50th anniversary. It employs approximately 3,000 persons on its passenger system of 39 bus lines and seven rail lines. O. A. Smith, PE president, said "our employees will be protected in the changeover." Total PE payroll includes about 4,850 persons, and its freight operations over 679 single-track miles connect southern California industries with the SP and other transcontinental railroads. illustrated feature story about the PE began on page 43 of the October 27, 1952, Railway Age.

South Western. - Control by Central of Georgia.—Acquisition of the South Western by Central has been approved by the I.C.C. The commission found that \$75 per share for SW stock is a fair price provided SW trackage is operated as an integral part of Central's system. In March 1952, the I.C.C.'s Division 4 deferred action on this acquisition proposal because the record in the case did not warrant a finding that \$75 a share was "just and reasonable" (Railway Age, March 31, 1952). SW has total main line mileage of 298.7 miles, together with 32.7 miles of branch lines.

Chicago, Burlington & Quincy—Cleveland, Cincinnati, Chicago &

Securities

Dividends Declared

CHICAGO SOUTH SHORE & SOUTH BEND.

25¢, quarterly, payable March 16 to holders of record March 6.

DAYTON & MICHIGAN.—common, 87½¢, semiannual; 8% preferred, \$1, quarterly, both payable April 1 to holders of record March 14.

MINNEAPOLIS & 5T. LOUIS.—25¢, quarterly,
payable March 14 to holders of record March 10.

NORWICH & WORCESTER.—8% preferred, \$2,
quarterly, payable April 1 to holders of record

arch 16. SEABOARD AIR LINE.—\$1.50, payable March 27 to holders of record March 13.

UNITED NEW JERSEY R.R. & CANAL.—\$2.50, quarterly, payable April 10 to holders of record March 20.

Application

CHICAGO & EASTERN ILLINOIS.—To assume liability for \$2,100,000 of series J equipment trust certificates to finance in part 14 passenger-train cars and 100 gondola cars costing an estimated \$2,625,000.

Description and Builder

and Builder Unit Cost

4 Sleeping cars (Pullman-Standard
Car Manufacturing Company) ... \$173,750
10 58-seat coaches (Budd Company) 140,000
100 55-ton gondola cars (Eastern
Illionis Equipment Company) ... 5,300
The certificates, dated March 1, would mature in 30 semiannual installments of \$70,000
each, beginning September 1, 1953. Subject to 1.C.C. approval, the certificates have been awarded, on the basis of competitive bidding, to Halsey, Stuart & Co. That bid was 99.08
with interest at 35% per cent.

Authorization

MISSOURI PACIFIC.—To assume liability for \$3,500,000 of series UU equipment trust certificates, to finance in part 28 diesel locomotive units costing an estimated \$4,443,082 (Railway Age, February 16, page 55). Division 4 approved sale of the certificates for 99-57 with interest at 31/4 per cent—the bid of Salomon Bros. & Hutz-

fer and three associates—which will make the average annual cost of the proceeds to the road approximately 3.34 per cent. The certificates, dated March 2, will mature in 15 annual installments beginning March 2, 1954. The first five such installments will be \$330,000 each, and the remaining 10 will be \$175,000 each, and the remaining 10 will be \$100.000 each, and \$100.0000 each, and

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Security Price Averages

Mar. Prev. Last 10 Week Year

Average price of 20 representative railway stocks

Average price of 20 representative railway bonds

4.92 94.95 92.27

"With the present indications that steel may soon be produced at a rate to permit the construction of cars at a rate of 10,000 or more per month, I am very hopeful that the 'vicious circle' to which your editorial refers may be completely shattered. I shall watch with keen interest for the placement of a large number of orders for cars by those railroads whose ownership appears to be inadequate to their needs. I think your editorial was most timely and will serve to again remind managements of their responsibilities to provide adequate equipment for transporting the traffic which will be offered.

Equipment & Supplies

Car Orders Needed NOW!-Knudson

Sees: Continued increase in transport requirements Necessity to build "bulwarks to defense" No deterrent in "temporary" rate situation

"Placement of a large number of orders for [freight] cars" has again been asked by James K. Knudson, this time in a March 6 letter to Railway Age in which he said:

There are many indications that our transportation requirements will continue to increase, and that . . . railroads will . . . be called upon to perform the task of moving the major part of the traffic.

• "There seem to be many indications that private industries will continue to be given encouragement in their efforts to build up bulwarks essential to national defense. Certainly freight cars are vital. . . .

• "It would be appropriate for the railroads to bring . . . to the attention of the Interstate Commerce Commission" the fact that the Ex Parte 175 15 per cent rate increase, "being on a temporary basis," may be the cause of "reluctance . . . to place orders for new equipment."

The letter, written by Mr. Knudson in his capacity as Defense Transport Administrator, is quoted in more detail below. It was occasioned by the editorial, "Freight Car Production—Can the 'Vicious Circle' Be Broken?," which appeared in the February 23 Railway Age. In it, Mr. Knudson said:

"I share your concern over the de-

"I share your concern over the decreasing backlog of cars on order and the small number of cars which have been ordered in recent months. While I recognize there has been a reduction in car loadings in recent weeks, I am confident this is a temporary condition. There are many indications that our transportation requirements will continue to increase, and that, as in the past, the railroads will continue to be called upon to penform the task of moving the major part of the traffic. "Your reference to uncertainty as to the continuation of the accelerated am-

"Your reference to uncertainty as to the continuation of the accelerated amortization provisions applicable to defense facilities included in the tax law passed in September 1950 as a deterring factor in the car building program, is somewhat surprising to me. There seem to be many indications that private industries will continue to be given encouragement in their efforts to build

up bulwarks essential to national defense. Certainly freight cars are vital to this end. In my capacity as administrator of Defense Transport Administration I would resist any attempt to remove this incentive before present goals of car ownership are reached.

"Neither do I think that the 15 per cent freight rate increase being on a temporary basis should cause any reluctance on the part of railroad executives to place orders for new equipment. If, however, there is some feeling that this is also a deterring factor it would be appropriate for the railroads to bring this situation to the attention of the Interstate Commerce Commission.

Progress Reported on Coal-Burning Gas-Turbine

Development of a coal-burning gas turbine has reached the stage for intensive work on commercial application in locomotives, according to a joint announcement by Roy B. White, president of the Baltimore & Ohio and chairman of the Locomotive Development Committee of Bituminous Coal Research, Inc., and Perry T. Egbert, president of American Locomotive Company.

The two executives said that a contract had been signed between Bituminous Coal Research and Alco, whereby the latter will carry on development of the turbine for commercial applications and design a chassis for locomotive use. The joint program of continued (Continued on page 26)



RAILROAD MEN OF THE YEAR: Engineman Algrid M. Alyta (left) and Conductor John J. Ridler (right), employees of the New Haven, receive from Thomas J. Deegan, Jr., president of the Federation for Railway

Progress, the federation's "Railroad Men of the Year" awards. The awards, made for outstanding courtesy and service rendered the traveling public, were presented at a luncheon in Washington, D. C., March 2.



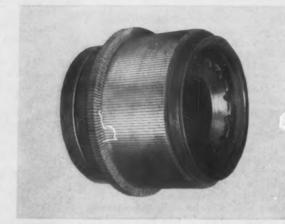


You get long service life, low brush wear by using G-E commutators—they're stable

Low-maintenance commutator operation depends largely on the care involved in assembling several hundred copper and mica segments into a perfect cylinder—and keeping them there. For when they start whirling up to 120 mph inside a traction motor, they either stay put or you're in for trouble—short brush life, excessive commutator wear, possible flashover.

That's why it pays to specify General Electric commutators for your Alco-G.E. locomotives. Their stability is predetermined. A high-speed, high-temperature seasoning process sets segments firmly in place, and enables these modern commutators to retain their smoothness in service. This, plus selection of materials best-suited for the job, assures you the best commutators you can buy for your Alco-G.E. locomotives.

To get top performance—"original equipment" performance—from your Alco-G.E. locomotives, always specify genuine G-E commutators and commutator parts. For full pricing and product information, contact your nearest sales representative for Alco-G.E. locomotives.



WHAT DETERMINES COMMUTATOR LIFE? The most important factor in long commutator life is stability of the brush-riding surface. To assure stability in G-E commutators, silver-bearing copper, high-grade mica and steel parts are teamed with expert workmanship and advanced manufacturing processes. Just the right amount of suitable binder is used with the mica to prevent slipping and shrinking. To set segments in proper position, commutators are spun at high speeds and temperatures.



AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

(Continued from page 23)

research and development will be carried out by the B.C.R. Locomotive Development Committee and Alco.

The Locomotive Development Committee, representing nine major coalcarrying railroads and five large coal companies, has carried on the coalburning gas turbine research since 1945. An extensive high temperature test program was completed recently at Alco's Dunkirk, N. Y., plant, with bituminous coal being used exclusively to fuel a 4,250-hp. turbine of a type contemplated for locomotive use. Future plans of the joint project call for further development of power plant components and additional operation of the Dunkirk experimental equipment prior to road service tests.

New "Laboratory" Reefer Being Built for CNR

An experimental refrigerator car designed by Canadian National research engineers to incorporate and test many new features is being built by Marine Industries, Ltd., of Sorel, Que.

The new car, expected to be ready for road tests in April, features an underframe that, except for drawbar mechanisms and safety devices, is made entirely of aluminum, and a double purpose superstructure which will provide cold-wall refrigeration and help maintain uniform temperatures in all parts of the car by circulating a liquid coolant through the superstructure. The car also will have adjustable bulkheads between end bunkers and the main part of the car. Floor, walls and roof will be formed by insulated plywood panels bolted to the superstruc-

The superstructure, consisting large ly of monel metal pipes, not only will support the main body of the car, but also will form a circulating system for the liquid coolant, either brine, ammonium nitrate solution or some other type. It is expected this method will decrease temperature differentials between lower and upper parts of the car. The liquid itself is to be cooled in end bunkers containing a mixture of salt and ice.

In winter the same liquid will be used to warm the car. The liquid will be heated in a charcoal burner beneath the car and forced through the circulatory system in the walls to provide warm-wall heating. It will be possible to move bulkheads from their normal positions to the ends of the car to provide extra space for lading.

FREIGHT CARS

7,780 Cars Delivered In February

New freight cars delivered in February for domestic use totaled 7,-780, compared with 7,981 in January and 7,358 in February 1952, the American Railway Car Institute and

the Association of American Railroads have announced jointly.

Orders for 2,284 new freight cars for domestic use were placed in February, the announcement said, and the backlog of freight cars on order and undelivered on March 1 was 71,-883. A breakdown by types of cars ordered and delivered in February and of cars on order on March 1 appears in the accompanying table.

	Ordered Feb. '53	Delivered Feb. '53	On Order & Undelivered Mar. 1, '53
Box-Plain	500	3,035	17,161
Box-Auto	0	0	500
Flat	120	190	3,502
Gondola Hopper Covered Hopper Refrigerator	975	753	17,645
	50	2,746	17,384
	14	340	5,866
	0	200	2,985
Tank	611	410	5,302
Caboose		11	160
Other		95	1,378
TOTAL	2,284	7,780	71,883
Carbuilders		6,063	41,866
Railroad shops		1,717	30,017

The Warren Petroleum Corporation has ordered 500 tank cars from the American Car & Foundry Co. Half the cars will be 11,000-gal. dual service high pressure units for carrying liquefied petroleum gas, and the remainder, of 8,000-gal. capacity each, will be for transporting gasoline.

The Pacific Fruit Express Company has ordered 200 70-ton, 50-ft. refrigerator cars from its Roseville, Cal., shops at an estimated cost of \$3,330,000. Authorization to acquire these cars was reported in Railway Age, February 9, page 18. Half the cars, to be equipped with conventional ice bunkers, will have inside length, width and height of, respectively, $43\frac{1}{2}$ ft., $8\frac{1}{2}$ ft. and $8\frac{1}{2}$ ft. Their maximum loading height will be 6 ft. 71/2 in. Delivery of these units is anticipated later this year. The other 100 cars, of an as yet undetermined design, will be mechanically refrigerated, with these inside dimensions: Length, 441/2 ft., width, 8½ ft. Maximum loading height will be 7 ft. 3 in. Delivery is expected in the last quarter of 1953, or early in 1954.

Abandonments

Division 4 of the I.C.C. has author-

ized:

ILLINOIS TERMINAL.—To abandon its 15.2-mile line between Alton, Ill., and Grafton. A 2.5-mile segment of the line at Alton will be retained for switching purposes. Commissioner Mahaffle dissented. He said he would deny the abandonment application because the Illinois Powder Manufacturing Company, principal shipper on the segment, "apparently is now convinced of its need for the service," and has sufficient traffic to support it.

NEW YORK, NEW HAVEN & HARTFORD.—To abandon a 12.8-mile segment of branch line, extending from a point south of Tremont, Mass., to the end of the line at Fairhaven.

PENNSYLVANIA.—To abandon a 1.8-mile segment of branch line, extending from a point near Terrance, Pa., to a point near Blairsville.

New Facilities

Milwaukee Starts New Retarder Yard Project

Enlargement of yard facilities at Bensenville, Ill. (Chicago) has just been started by the Chicago, Milwaukee. St. Paul and Pacific. The work will be undertaken in stages, but will ultimately change the present flat yard into a gravity-retarder yard with 70 classification tracks.

The first two stages of the projectestimated to cost \$3 million-will be completed about September 1. These will involve construction of 47 classification tracks in six- and seven-track groups. Much of the retarder yard construction is outside the limits of the present yard and operating problems during construction will thereby be

kept to a minimum.

Grading work is currently in progress and will be completed in April, since only about 45,000 cu. yd. are involved. Track raising and reballasting will require about 100,000 cu. yd. of gravel. This contract work includes construction of an operators' tower and compressor building (combined) and the yard office building-both by Ragnar Benson, Inc., of Chicago. The Union Switch & Signal Division of Westinghouse Air Brake company is to furnish retarder and signal equipment. A pneumatic tube system will be installed by Kelly Systems, Inc. Track work is being undertaken by company

Algiers, Winslow & Western.-A small enginehouse, designed to ac-commodate two diesel locomotives, will be constructed—probably by company forces—during the summer months.

New York Central.—This road has asked the I.C.C. for authority to construct an 11.9-mile line in West Virginia from Russellville to a point near Landisburg. The line would serve a coal-mining area, and its construction would be financed from current funds.

New York, New Haven & Hartford.—Has ordered equipment from the General Railway Signal Company for installation of a traffic control system between Braintree, Mass., and Buzzards Bay, 44.5 miles.

St. Louis-San Francisco.-Has ordered from the Union Switch & Signal Division, Westinghouse Air Brake Company, material to install centralized traffic control on 39 miles of double track between Rosedale, Kan., and Paola. The style C control machine will be installed at Fort Scott, Kansas division headquarters. Installation will be handled by railroad forces.

Texas & Pacific.—The current phase of the east Texas passing track extension program calls for lengthening nine sidings between Longview and Dallas. A complete renovation of kitchen and dining room facilities in the Fort Worth passenger station is also scheduled to begin shortly. Entirely new furniture and kitchen equipment will be acquired.

Western Maryland.— Has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material to install, with railway forces, an interlocking at Westport, Md.

Railway Officers

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EXECUTIVE

Willard H. Kyle, assistant vice-president—operation of the Canadian National, at Montreal, has been appointed vice-president of the Central region, at Toronto, succeeding Alfred J. Lomas, who has retired. Reginald Hayes, general manager of the Central region at Toronto, succeeds Mr. Kyle as assistant vice-president—operations at Montreal. Mr. Kyle was born at Montreal in 1903 and attended McGill University (B.S. in C.E., 1926.) He became associated with the CNR during the summers of 1924 and 1925, when he served as a chainman. Following graduation Mr. Kyle joined the CNR as an instrumentman at Montreal and subsequently



Willard H. Kyle

served as assistant engineer and division engineer. He was appointed assistant superintendent of the passenger terminal at Montreal in 1942, superintendent Montreal terminals and St. Jerome division in 1943, and general superintendent, Northern Ontario district, at North Bay, Ont., in 1946, transferring to the Montreal district in 1948. Mr. Kyle became general manager of the Central region at Toronto in February 1949 and assistant vice-president—operation at Montreal in March 1950.

Mr. Lomas was born at Spondon,

Derby, England, February 17, 1888, and entered railroad service July 3, 1909, as baggageman with the Canadian Northern (now CNR) at Lake Joseph, Ont. After serving in various other capacities with the Canadian Northern and CNR he was assistant superintendent at Hornepayne, Ont., and Capreol; superintendent of the Capreol division, and superintendent of ter-



Alfred J. Lomas

minals at Toronto. He was appointed general superintendent, Montreal district, July 1, 1944; general manager, Central region, in April 1948, and vice-president, Central region, in February 1949.

Mr. Hayes was born at Halifax, N.S., and entered CNR service August 1, 1915. After serving in various capacities at Moncton, N.B., he became secretary and chief clerk to general manager at Montreal, and then assistant



Reginald Hayes

chief clerk and chief clerk to general manager at Toronto. He became superintendent of the Hornepayne division in June 1938, subsequently transferring to the St. Thomas, Ottawa, Montreal terminal and St. Jerome divisions, successively. Mr. Hayes was named general superintendent, Montreal district, in 1949 and general manager, Central region, at Toronto in March 1950.

FINANCIAL, LEGAL & ACCOUNTING

J. R. Strachan, assistant general auditor of the Western Pacific, has retired. W. G. Levy and C. E. Warner have been appointed assistant general auditors succeeding Mr. Strachan (Railway Age, January 19). Mr. Strachan joined the St. Louis-San Francisco in 1910, holding a number of clerical and supervisory positions until 1929, when he became traveling accountant with the WP. In 1944 he was promoted to assistant to general auditor at San Francisco and four years later was appointed assistant general auditor.

Mr. Levy became associated with the WP in 1923 as a clerk in the accounting department. In 1937 he was promoted to assistant auditor freight and passenger accounts; and in 1948 to auditor freight and passenger accounts for the WP, and its subsidiary Sacramento Northern and Tidewater Southern.

Mr. Warner was graduated from Brigham Young University in 1935. During his early career he was associated with the Arden Sunfreeze Creameries at Provo, Utah, and with the Bureau of Internal Revenue. He joined the WP in 1947.

A. F. Free, assistant to vice-president, Finance, Accounting, Taxation and Valuation Department, Association of American Railroads, retired from that position on February 28.

Charles P. Rath has been appointed chief claim agent of the New York Central at Chicago, succeeding Maurice N. Ray, who has been appointed assistant to general claims attorney at New York.

Laurence M. Hyde, Jr., has been appointed attorney for the St. Louis-San Francisco at St. Louis.

J. W. Graham Macdougall, Atlantic region counsel of the Canadian National, has been appointed commission counsel for the system at Montreal.

James F. Holst, general land and tax agent of the Union Pacific at Salt Lake City, has been named general land and tax commissioner at Omaha. Fred A. Clark, assistant land and tax agent, has been promoted to general land and tax agent at Salt Lake City.

Herbert M. Tirmenstein, assistant superintendent car service of the New York Central, has been appointed auditor of car service accounts, with headquarters as before at Buffalo, N. Y., succeeding M. R. Clinton, superintendent car service, who has been appointed assistant to comptroller. Mr. Tirmenstein was born at Logansport, Ind., 50 years ago and joined the Central in 1918 as a mail boy at Indianapolis. In 1944 he was appointed assistant superintendent of car service

and has since served in that position except for a brief period as superintendent freight transportation for the Indiana Harbor Belt (NYC affiliate).

Mr. Clinton was born at Pittsburgh 63 years ago and joined the Pittsburgh & Lake Erie (NYC affiliate) there as a clerk in 1906. In 1929 Mr. Clinton transferred to Buffalo as office manager and was promoted to assistant superintendent of car service in 1937 and to superintendent of car service in 1944.

R. L. Fulton, assistant comptroller of the Northern Pacific, has been named comptroller, to succeed the late F. W. Stetekluh. E. L. Ordell, general accountant, has been named to succeed Mr. Fulton as assistant comptroller, disbursements and general accounts. Isaac Greenberg, joint facility accountant, has been appointed



R. L. Fulton

assistant to comptroller. Mr. Fulton entered NP service in 1914 as clerk at Chehalis, Wash., transferred to the accounting department in 1916, and has been in the general office since 1941. He was named assistant comptroller in 1948.

Mr. Ordell has been in the road's accounting department since 1918, beginning in the office of auditor of disbursements. He was appointed general accountant in 1951.

OPERATING

John W. Crowley, assistant superintendent of the New York CEN-TRAL, has been named superintendent of the Ohio Central division, with headquarters as before at Columbus, Ohio, succeeding Lyman W. Fisher, who has been granted a leave of absence because of ill health. Donald B. Ingold, assistant superintendent of freight transportation at Cleveland, succeeds Mr. Crowley as assistant superintendent at Columbus. Robert W. Lang, trainmaster at Elyria, Ohio, succeeds Mr. Ingold at Cleveland, and George C. Ellert, transportation inspector at Cleveland, assumes the position of trainmaster at Elyria.

Norman A. Walford, general superintendent, Southern Ontario district, of the Canadian National, has been appointed general manager, Central region, with headquarters as before at Toronto, succeeding Reginald Hayes, who has been appointed assistant vice-president—operation at Montreal. W. E. Tate, superintendent transportation, Southern Ontario district, has been appointed general superintendent transportation, Central region, at Toronto,



Norman A. Walford

replacing E. H. Locke, who succeeds Mr. Walford as general superintendent, Southern Ontario district.

Mr. Walford was born at Walkerton, Ont., July 31, 1891, and entered railroad service October 9, 1908, as assistant agent with the Grand Trunk (CNR) at Walkerton. He later served successively as agent, freight claims inspector, district agent, district supervisor car service, passenger trainmaster, assistant superintendent and superintendent of terminals at Black Rock, N.Y. Mr. Walford was appointed su-



E. H. Locke

perintendent of the Stratford (Onc.) division July 1, 1939, and transferred to the London division September 15, 1941. He became general superintendent of the Southern Ontario district January 1, 1947.

Mr. Locke began his railroad career

in 1914 as a messenger with the Grand Trunk at Montreal, and held various positions before being promoted to trainmaster at Montreal in 1941. After advancing to assistant superintendent at Montreal and London, Ont., and superintendent of terminals at Port Huron, Ont., he was appointed division superintendent at Belleville, Ont., in 1948 and transferred to the Montreal terminals and St. Jerome divisions at Montreal in October 1949. He became general superintendent transportation, Central region, in March 1950.

As reported in Railway Age January 26, Marcus J. Richardson has been appointed superintendent car service of the Central Vermont at St. Albans, Vt. Mr. Richardson was born in St. Albans in July 1892 and entered the service of the CV June 1, 1906, as a



Mareus J. Richardson

clerk in the office of superintendent car service. He was appointed per diem clerk June 11, 1914; chief clerk of the department August 16, 1929; and assistant superintendent car service January 1, 1944.

Henry C. Bitner, safety supervisor of the St. Louis-San Francisco has been named terminal trainmaster at Memphis, Tenn., and D. W. Patton has been appointed safety supervisor there.

Ralph W. Ogilvy, assistant superintendent of the sleeping and dining car department of the Canadian Pacific at Vancouver, B. C., has been appointed superintendent of that department, succeeding John Stewart, who has retired after 42 years of service. R. Graham, assistant superintendent at Winnipeg, has been transferred to Vancouver, to succeed Mr. Ogilvy.

E. P. Miller, district manager of the Car Service Division, Association of American Railroads at Boston, Mass., has been appointed manager, port traffic, and district manager at New York, to succeed George C. Randall, who will retire April 1. H. G. Randall, assistant to the manager of the division's Closed Car Section in Washington, D.C., will succeed Mr. Miller as district manager at Boston.

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TRAFFIC

R. B. Weaver, assistant passenger traffic manager of the GULF, MOBILE & OHIO, has been named passenger traffic manager, succeeding the late R. A. Pearce. Entering railroad service directly from attendance at Champion College as a ticket stock clerk with the predecessor Chicago & Alton in 1918, Mr. Weaver held a number of minor positions which culminated in his appointment as city passenger agent at Peoria, Ill., in 1922. Subsequently he served as city passenger agent at



R. B. Weaver

Chicago; traveling passenger agent for the Baltimore & Ohio-Alton, and general agent, passenger department. He was appointed assistant general passenger agent of the Alton in 1946, and, after the GM&O assumed control, was further promoted to general passenger agent at Chicago. He was named assistant passenger traffic manager at St. Louis in 1949.

E. N. Quayle, district freight agent of the Seaboard Air Line, has been appointed assistant general freight agent, with headquarters as before at Richmond, Va. F. E. Harrison, III, commercial agent at Albany, Ga., succeeds Mr. Quayle as district freight agent at Richmond. C. C. Cosby has been named general agent at Richmond.

Bythel Warrell has been appointed general agent of the CHARLESTON & WESTERN CAROLINA at Greenville, S. C.

The CHICAGO GREAT WESTERN has opened a traffic office in the Standard building, Vancouver, B. C., with E. S. Hedman as general agent.

Stephen A. Clifford, assistant freight traffic manager of the RUTLAND, has been promoted to freight traffic manager, with headquarters as before at Rutland, Vt., succeeding Oliver L. Crawford, who has been promoted to

assistant vice-president of traffic at Chicago. John A. Halpin, general agent, has been promoted to assistant freight traffic manager; John E. Laughlin, chief of tariff bureau, has been named general freight agentrates; Herman E. Bucheim, general agent, has been promoted to general freight agent - sales and service; Charles B. Halpin, commerce agent has been appointed assistant general freight agent — rates; Frederick A. Martel, chief clerk, has been promoted to chief of tariff bureau; and Guy O. Coolidge, clerk, has been named chief of division bureau, all with headquarters as before at Rutland. Richard O. Fawcette, general western agent at Chicago, has been transferred to New York as general eastern agent.
Mr. Clifford was born November 16,

Mr. Clifford was born November 16, 1901, at Rutland, and entered railroad service in October 1920 with the Rutlan. He was appointed chief of tariff bureau January 1, 1944; assistant general freight agent January 1, 1947; general freight agent March 1, 1947, and assistant freight traffic manager September 24, 1951, all at Rutland.



Stephen A. Clifford

Mr. Halpin was born at Rutland October 19, 1903, and entered railroad service July 1, 1928, with the Rutland as tariff clerk, becoming rate clerk December 1, 1931. He was appointed traveling agent at Boston, Mass., January 2, 1939, and general agent at Detroit July 1, 1941, transferring to Rutland March 1, 1947.

Mr. Laughlin was born at Malone, N.Y., February 14, 1906, entered rail service with the Rutland February 1, 1926, and held various clerical positions in maintenance and transportation departments at Malone until November 1938. He then served in various capacities in the freight traffic department, including those of chief rate clerk and chief clerk. Mr. Laughlin became chief of tariff bureau at Rutland March 1, 1947.

Mr. Bucheim was born June 19, 1907, at Iron Mountain, Mich. He entered railroad service August 1, 1939, with the Rutland as traffic representative and was appointed general agent at Rutland March 1, 1947.

H. J. Phillips, assistant general traffic manager of the Chicago North Shore & Milwaukee, has been promoted to traffic manager. H. R. Erickson has been appointed general passenger agent, and Paul E. Nordgren becomes industrial agent, succeeding R. L. Kiltz who has resigned.

L. R. Harwell has been named general agent of the Missouri Pacific at Nashville. Tenn., succeeding J. A. Mills, who has retired after 33 years of service.

James B. Bullard has been appointed district traffic agent of the IL-LINOIS CENTRAL at Jackson, Tenn. He succeeds F. F. Lipe, who has been named general agent at Birmingham, Ala.

W. E. Husband has been named general livestock agent of the North-ERN PACIFIC at Miles City, Mont., succeeding E. L. Hoppel, who has retired.

M. B. Hutchins, assistant to vice-president, traffic, of the CHICAGO & NORTH WESTERN, has been appointed to the new position of freight traffic manager—administrative. Mr. Hutchins started with the C&NW as telegraph operator at Sayler, Iowa, in 1910 and since 1920 has served in the traffic department at St. Louis, Cincinnati and Chicago. In 1928 he was promoted to general agent at Cincinnati and in 1929 was named assistant to traffic vice-president. He has held that position since, except between 1938 and 1941, when he was assistant to general freight agent at Chicago.

MECHANICAL

As Railway Age reported February 23, Robert L. Jacobsen has been named mechanical engineer of the Denver & Rio Grande Western at Denver. Mr. Jacobsen was graduated from the University of Colorado in 1949. In 1950 he joined the D&RGW as a special apprentice at Burnham shops, which position he held until his recent appointment.

Paul W. Kiefer, chief engineer of equipment of the New York CENTRAL at New York, has retired after 48 years service. Mr. Kiefer was born at Delaware, Ohio, February 13, 1888, and joined the Lake Shore & Michigan Southern (now NYC) in 1904 as a clerk in Collinwood shops at Cleveland, serving successively as machinist apprentice, machinist and locomotive construction inspector. Going to New York in 1916, he served subsequently as locomotive designer, chief draftsman, acting dynamometer car engineer, assistant engineer, assistant engineer of rolling stock, engineer of motive power, and engineer of rolling stock. Mr. Kiefer became chief engineer of motive power and rolling stock of the system in 1926 and was named chief engineer of

equipment in January 1949. Mr. Kiefer has received numerous awards for his work, including the gold medal, highest award of the American Society of Mechanical Engineers (1947); an honorary mechanical engineering degree from Stevens Institute of Technology (1946); and the George R. Henderson Medal from the Franklin Institute, Philadelphia (1950). He is a fellow of the



Paul W. Kiefer

A.S.M.E. and was chairman of its Rail-road division in 1948. While chairman of the Association of American Rail-roads' Committee on Car Construction (1930-1941), Mr. Kiefer directed the design of a new, lighter and stronger box car, which became the first interchange freight car adopted as standard by the railroads. He is the author of a number of papers for the A.A.R. and the A.S.M.E. on design, testing and operation of motive power and rolling stock.

James S. Bauer, district electrician with the Canadian Pacific at St. John, N.B., has been appointed supervisor of electrical equipment, Eastern region, at Toronto.

C. A. Gammon, assistant chief mechanical officer of the Florida East Coast, has been promoted to chief mechanical officer, with headquarters as before at St. Augustine, Fla., succeeding Robert B. Hunt, who has retired after more than 50 years of continuous service. Gordie Stewart, superintendent of diesel maintenance and air brakes, succeeds Mr. Gammon as assistant chief mechanical officer. A biography and photograph of Mr. Gammon were published in Railway Age November 17, 1952.

PURCHASES & STORES

G. M. deLambert has been appointed assistant purchasing agent of the Northern Pacific, at St. Paul. Roadmaster of the St. Paul division since 1950, Mr. deLambert has been succeeded by H. W. Johnstone, roadmaster of the Yellowstone division. Mr. deLambert joined the NP's engineering department in 1941, after having

attended the University of Minnesota. During World War II he served with the Army Transportation Corps in Africa and Italy.

Sigurd O. Berg, supervisor of the Milwaukee oil and waste plant of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, retired February 28.

Jacob A. Bobb, acting district storekeeper of the READING, has been appointed district storekeeper at Reading, Pa., succeeding J. William Trump, who has been named superintendent of Reading Terminal Market. Stanley Y. Miller has been appointed stores inspector at Reading.

ENGINEERING

W. J. Lank, division engineer of the Kansas City Southern at Shreveport, La., has retired. He has been succeeded by R. E. McLaughlin.

Bernard Blum, chief engineer of the Northern Pacific since 1928, retired on March 1. He has been succeeded by H. R. Peterson, assistant chief engineer, who, in turn, has been succeeded by D. H. Shoemaker, district engineer at St. Paul. W. R. Bjorklund succeeds Mr. Shoemaker, while J. A. Young has assumed Mr. Bjorklund's duties as principal assistant engineer. J. D. Worthing has assumed Mr. Young's duties as office engineer; J. W. Bolstad, division engineer at Glendive, Mont., succeeds Mr. Worthing as assistant district engineer; and R. G. Brohaugh, assistant engineer at St. Paul, succeeds Mr. Bolstad at Glendive.

SPECIAL

J. L. James has been appointed manager of the LOUISVILLE & NASH-VILLE'S advertising and publicity department, and editor of the L&N Maga-



J. L. James

zine, succeeding the late **Thomas E. Owen** (*Railway Age*, March 9). Mr.
James has been with the L&N since 1917 and a member of the magazine's

staff since 1927. He was appointed assistant editor January 1, 1928 and associate editor in August 1945, when a reorganization of advertising and publications activities of the L&N resulted in formation of the department he now heads

OBITUARY

William Jeffers, Former UP Chief, Dies at 77

William M. Jeffers—who rose from office boy to president of the Union Pacific, and who just ended his 62-year association with the company when he resigned as a director late last month—died at Pasadena, Cal., on March 6 after an illness of several months.

Mr. Jeffers spent his entire career with the UP except for the years of World War II, during which he served as national rubber director in Washington—a task to which he was appointed by President Roosevelt. His succession of railroad duties, which began in 1890, included the position of telegrapher, clerk, dispatcher, chief dispatcher, trainmaster, assistant superintendent, division superintendent, general superintendent, general manager, vice-president, executive vice-president, president, and vice-chairman of the board.

J. J. Hoeksema, 67, superintendent of terminals of the Gulf, Mobile & Оню at Mobile, Ala., died February 7 at a hospital in that city. Mr. Hoeksema was born at Grand Rapids, Mich., April 21, 1885, and attended Kalamazoo College. He started railroading in 1907, becoming trainmaster at Mobile in 1925 and superintendent of terminals there in 1940.

Nathan William Hawkes, 70, who retired last August as chairman of the General Freight Traffic Committee, Eastern Railroads, and vice-chairman of the Traffic Executive Association, Eastern Railroads, died March 6 in St. Mary's Hospital, Brooklyn, N.Y.

William Arthur Newman, 63, chief of motive power and rolling stock of the CANADIAN PACIFIC SYSTEM at Montreal, died March 6 at Montreal General Hospital. Mr. Newman was born at Hamilton, Ont., June 29, 1889; attended Queen's University (B.S. in M.E., 1911; D.Sc., 1952); and joined the CPR in 1911 as a special machinist's apprentice at Angus shops. Following World War II—when he was, for one year, in charge of the entire Canadian aircraft industry-Mr. Newman organized the CPR's department of research, of which he was manager from 1945 until his appointment as chief of motive power and rolling stock in 1949. Mr. Newman was a fellow of the American Society of Mechanical Engineers, and a past president of the Canadian Railway Club.

March 16, 1953

POLICING UP

AROUND THE CONTINENTAL DIVIDE



Important traffic races through the Denver & Rio Grande's Moffat Tunnel, which dips under the Continental Divide. The roadbed has to remain stable in this area near Parshall, Colo.

That's why you'll see a Caterpillar No. 12 Motor Grader busily clearing dirt and rock slides and keeping drainage ditches clean.

There are many important reasons why this big yellow rig was selected to police the Denver & Rio Grande's main line. The 100-horsepower No. 12 Motor Grader is a talented piece of equipment. It can ditch, reverse blade, bank shape, and even plow snow.

The No. 12 is No. 1 among operators. They like its ease of handling and its co-operation in tough jobs. Constant mesh transmissions enable operators to shift easily. No large gear housings interfere with their visibility. And anti-coast brakes

prevent creeping of adjustments under load and vibration.

The blade stays where the operator puts it!

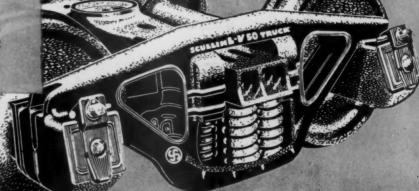
Only Caterpillar Motor Graders have both frame and engine made by the same manufacturer. You get quick, reliable service and genuine Caterpillar parts from one dealer. He'll be happy to demonstrate the motor grader that is best equipped to do your off-track policing.

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